# N362
# PIPER ARCHER II
## Weight, Balance, and Performance

Last Revised: 01/02/2026

Please complete the following calculations to ensure you are operating the aircraft within safe and legal limits.

### Conversions and Equations

Distance x 1.5 = Distance with 50% safety margin

Weight x Arm = Moment
Total Moment / Total Weight = CG
Fuel Onboard / Cruise gal/hour = Endurance

Fuel Weight = ~6 lbs/gal
Oil Weight = ~1.875 lbs/quart

| | Weight (lbs) | x | Arm (in) | = | Moment (in-lbs) |
|---|---|---|---|---|---|
| **Aircraft Empty Weight** | **1,569.29** | | **87.85** | | **137,857.9** |
| **Oil included in empty weight** | | | | | |
| **Front Seat Occupants** | | | **80.5** | | |
| **Rear Seat** | | | **118.1** | | |
| **Baggage (200lb max)** | | | **142.8** | | |
| **Zero Fuel Weight and CG** | | | CG = | | |

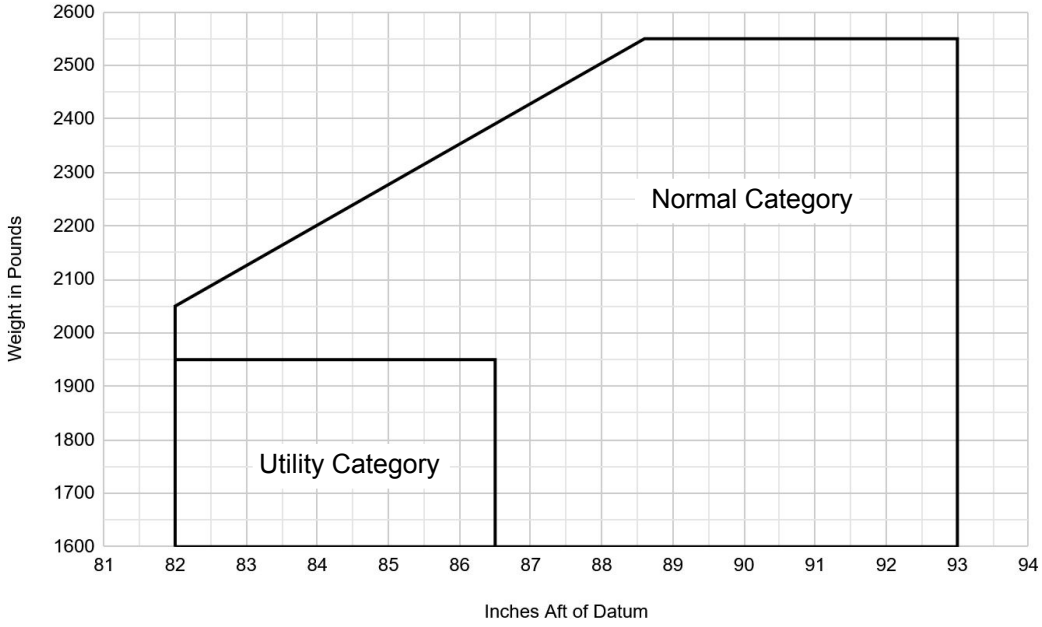
| | | | |
|---|---|---|---|
| **+ Usable Fuel (288lb max)** | | **95** | |
| **Takeoff Weight** | | CG = | |

### Aircraft Performance

| Performance Category | Raw Data | with Safety Margin |
|---|---|---|
| **Takeoff Distance Over 50 ft Obstacle (Highest DA Airport)** | | |
| **Cruise Horsepower Percentage and Planned Fuel Burn** | | |
| **Endurance (Hours of fuel for today's flight)** | | |
| **Glide Range at Cruising Altitude of feet** | | **N/A** |
| **Landing Distance Over 50 ft Obstacle (Highest DA Airport)** | | |

This airworthiness checklist was developed by Concordia Aerospace and Education LLC for Greenville Aviation for internal use only.

### C.G. Range and Weight




### Additional Notes

Rear seats and both baggage areas must be empty for utility category operations

Greenville Aviation

# Airworthiness Checklist

## PA28-181: N362

Pilot: _____

Date: _____ Reservation Times: _____ UTC - _____ UTC

Block out: _____ Block in: _____ Total Block: _____

Block out: _____ Block in: _____ Total Block: _____

Block out: _____ Block in: _____ Total Block: _____

Instructions: This sheet is to be completed before every flight. Ensure each item is checked off if acceptable or crossed out if not required. Review any other items with your instructor. Refer to Flight Circle for current aircraft squawks and the maintenance records for maintenance information.

## Aircraft Documents & Inspections

- ❑ **A**irworthiness certificate
- ❑ **R**egistration, expires: _____
- ❑ **R**adio station license (if flying internationally)
- ❑ **O**wner's manual/operating handbook
- ❑ **W**eight & balance, last updated: _____

---

- ❑ **A**nnual inspection every 12 calendar months, next due: _____
- ❑ **V**OR receiver check every 30 days (IFR), next due: _____
- ❑ **1**00-hour 100 tach hours - previous overrun, remaining: _____
- ❑ **A**Ds complies with
- ❑ **A**ltimeter/pitot-static every 24 cal. months (IFR), next due: _____
- ❑ **T**ransponder every 24 cal. months, next due: _____
- ❑ **E**LT inspection every 12 cal. months, next due: _____
  Battery replacement 1 hour of use or 50% life, expires: _____
- ❑ **50** hour oil change, remaining: _____

## Pilot Documents & Self Assessment

- ❑ Pilot certificate
- ❑ Valid medical certificate, expires: _____
- ❑ Valid photo ID, expires: _____
- ❑ Radio operator license (if flying internationally)
- ❑ Valid endorsements (TSA, solo, complex…)
- ❑ Incidental Fee, expires: _____

---

- ❑ **I**llness: any (including allergies) could be a dangerous distraction
- ❑ **M**edications: are they FAA approved and safe? Side effects?
- ❑ **S**tress: is it low and well managed?
- ❑ **A**lcohol: > 12 hours (8 legal), < 0.04% BAL, **not under the influence**
- ❑ **F**atigue: I'm operating on ____ hours of sleep and that is sufficient
- ❑ **E**motions: well managed and stable?
- ❑ **E**ating/hydration: well nourished and hydrated?
- ❑ **E**xternal pressures: Is **ANYTHING** making me feel like I have to fly?
- ❑ Not in doubt about any of these; if unsure then **DO NOT FLY!**

## Scratch Pad

## Squawks and Inoperative Equipment

_____

_____

_____

## Inoperative Equipment Checklist

- ❑ Equipment is not required by §91.205, POH, AFM, ADs, or other applicable regulations, manuals, or best practices
- ❑ Equipment is deactivated or removed and placarded "inop"
- ❑ PIC has determined the equipment being inoperative will not interfere with the safety of the flight